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COMMONWEALTH OF VIRGINIA

DEPARTMENT OF AVIATION

5702 Gulfstream Road

Richmond, Virginia 23250-2400

Virginia Aviation Board Workshop

February 20, 2007

Wyndham Hotel Richmond

4700 S. Laburnum Avenue

Richmond, Virginia

1 VAB Attendees on **February 20, 2007**

2

3 Roger L. Oberndorf, Chairman

4 William J. Kehoe

5 Robert S. Dix

6 Richard C. Franklin, Jr.

7 Marianne Radcliff

8 Bittle W. Porterfield, III

9

10 Other Attendees:

11 Lori L. Pound, Counsel

12 Randall Burdette, Director, Department of Aviation (DOAV)

13

14 DOAV Staff, Federal Government Representatives, Airport Managers and
15 Sponsors, Consultants, Engineers, State Government Representatives,
16 Business Owners, and City and County Representatives

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1 MR. OBERNDORF: Let's call the Workshop
2 Session of the Virginia Aviation Board to order. We'll start with the Review
3 of the Funding Request and Mike Swain.

4 MR. SWAIN: Thank you, Mr. Chairman and
5 members of the Board. Good afternoon. If you would move to the bright
6 blue sheets in front of all of you, hopefully, one addition to the Board
7 packet. Those should be placed in front of or right after the Agenda, for the
8 cover sheet, VRA for Stafford, which is actually the first item I'd like to
9 discuss. After the Agendas, those two cover sheets, you all have seen them
10 before, they're summary sheets displaying out the values and the amount of
11 the single VRA loan application, looking at Stafford Regional. They're
12 looking to borrow \$1.5 million from the Virginia Resources Authority for T-
13 Hangars and for utilities. This is work that's already been bid, and they've
14 got a grant presently for some of the site work; this is for the airport's share
15 of the non-state eligible portion of it. Tomorrow we'll be asking the Board
16 to endorse this VRA loan application.

17 MR. BURDETTE: If I may, Mr. Chairman, VRA,
18 and contingent upon approval of the Board, we're asking for approval, the
19 VAB approval.

20 MR. SWAIN: If you would proceed to the
21 program section of your book. The first page should be a memorandum to
22 the Virginia Aviation Board from Cliff Burnette, Director of Airport
23 Services Division. Got a little bit out of order, actually, if you'll look at the
24 second page first, please, which is the Commonwealth Airport Fund Balance
25 Sheet, dated January 31st. The end of January we're starting with this Air

1 Carrier Reliever Discretionary Balance of \$1,436,199,26. In the GA
2 Discretionary Fund, \$64,074.49.

3 If you would, go back to the Memorandum in front of that
4 sheet. We have a couple of adjustments to the GA Fund. We managed to
5 bring some money back, courtesy of the New Kent County Airport. T-
6 Hangar Site Preparation Construction Project was under grant, but the
7 airport decided to rebid it. They did a little value engineering and got the
8 price down and returned \$171,244.93.

9 Williamsburg-Jamestown Airport had a T.A. for an entrance
10 sign that they elected not to move on at this point in time, an access road
11 project constructed. They also returned \$8,000.

12 The new balance of the GA Discretionary Fund is \$243,319.42.
13 That's what we will be working with tomorrow.

14 The next couple of pages are going to the Air Carrier/Reliever
15 Airports- Discretionary Funds on the recommended projects. Two projects,
16 which we'll talk about in detail, Manassas Regional and Charlottesville-
17 Albemarle, starting with that balance, a little over 1.436 million, and you see
18 the balance remaining if the Board follows the staff recommendation.

19 If you'll flip over two more pages to the General Aviation
20 Airports Discretionary Funds. There is recommended funding for four
21 projects starting with that balance of 243 and some odd dollars, thousand
22 dollars. If the Board follows the recommendation you will have a balance of
23 \$161,734.62.

24 Following that are numerous spreadsheets, which the Board has
25 asked to receive copies of. Certainly, we won't go over all of those, unless

1 there are any questions that anyone may have.

2 With that, we'll proceed with Region 1's project requests. I'm
3 going to highlight some changes, we had three significant changes since we
4 sent out the Board package that may affect the Board's decision on some of
5 the projects. It just so happens with New River Valley's request, which is in
6 Region 1, and the first request, for Apron Rehabilitation
7 (Design/Construction) in the amount of \$18,947.37. Staff's recommendation
8 when the Board package was prepared was to recommend against funding
9 this project until the updated airport layout plans are approved. In addition,
10 the FAA had indicated they would not offer a grant agreement until the AOP
11 is approved. As of February 13th the staff was advised by the FAA AEO
12 airport district office that the AOP issue would not delay the issue of an
13 FAA grant agreement for this apron rehabilitation project.

14 As you're aware, we did not change our recommendation after
15 we prepared and mailed the Board package. However, we carry forward to
16 you any significant changes that would have affected our recommendation
17 prior to our finalization of the Board's package. There's one for you there.
18 Any questions on that? That's it for Region 1.

19 Region 2. Mr. Porterfield, I'm sorry, three in a row, we're going
20 to have to skip over you.

21 Region 3 --

22 MR. PORTERFIELD: -- That'll stir it up a little
23 bit.

24 MR. SWAIN: Maybe April.

25 Region 3, the first airport requesting funds, Culpeper Regional

1 requesting funds for Terminal Area Site Preparation (Design), \$100,000 of
2 state funding. At the time of the preparation of the Board package, staff
3 recommended against funding this project, as the airport had unmitigated
4 FAR Part 77 obstructions. Also as of February 13th, staff has received
5 certification that the obstructions have been mitigated. So, we have no more
6 issues with obstructions at Culpeper.

7 Next we have Manassas Regional. The request is for T-Hangar
8 Site Preparation (Construction) Increase. The request is for \$86,640. Please
9 be advised that we, since December we've been advised that this airport does
10 have unmitigated Part 77 obstructions. However, based on acceptance of
11 staff's recommendation in August with John Beall's opinion was that a
12 project that's already under grant or had a TA, if you're looking at increases,
13 not hold them to the ineligibility of having obstructions that may stop the
14 project in its tracks. Based on that, staff recommends funding this increase
15 in Manassas.

16 MR. KEHOE: Is this a new obstruction?

17 MR. SWAIN: Well, I guess the question is new
18 obstruction, or were we just made aware of that. It was based on a new
19 evaluation.

20 MR. KEHOE: A new evaluation?

21 MR. SWAIN: Yes, sir.

22 MR. FRANKLIN: Was this done as a result of a
23 PhotoSlope survey in the summertime?

24 MR. CARTER: A PhotoSlope survey, yes. Are
25 you asking technically when the PhotoSlope was done, or when they

1 received that PhotoSlope document?

2 MR. FRANKLIN: Both.

3 MR. CARTER: That's more difficult, because I'll
4 tell you approximately, summer, summer of '06.

5 MR. SWAIN: For Manassas. It also, we had a
6 license inspection, but these are federal obstructions, so that would have
7 been based on the PhotoSlope.

8 Next is Orange County. There are three funding requests,
9 Apron Expansion - Phase 1 (Construction) in the amount of \$43,544.67.
10 This is a matching ALP project. Next is Apron Expansion - Phase I
11 (Design) in the amount of \$1,455.33. Also a matching ALP project. And
12 Terminal Building Study in the amount of \$30,562.40. The staff
13 recommends funding of all three projects.

14 Next we have Stafford Regional, four project requests. The
15 first is Apron Expansion - Phase 2 (Design), \$3,000 match of an ALP
16 project. Obstruction Removal - Runway 33 Approach (Part 77), federal
17 standard obstruction, requesting \$22,400. T-Hangar #4 Site Preparation
18 (Construction), \$280,800. T-Hangar #4 Site Preparation (Design), \$36,000.
19 The airport currently has unmitigated obstructions. The Apron Expansion
20 Project, the staff recommends against funding, based on the unmitigated
21 obstructions. The Obstruction Removal Project, the staff recommends
22 against funding this project; it's currently being funded through the
23 Maintenance Program. T-Hangar #4 Site Preparation (Construction), staff
24 recommends against funding, due to the obstructions. T-Hangar #4 Site
25 Preparation (Design), staff recommends against funding, due to obstructions.

1 Any questions?

2 MR. FRANKLIN: Mr. Chairman, at the request of
3 Mr. Omph, he couldn't be here today, and he is in a nicer place than all of us
4 can think right now, in the Caribbean on a trip that he had planned. Even
5 though he didn't invite us to join him, he has asked me to bring to the Board
6 the request of Stafford for an exception policy regarding these obstructions.
7 So yesterday, the Director, even on a day off, was kind enough to fly me up
8 to Stafford, and we spent some time evaluating the obstructions, flying over
9 them. We have today, and I don't know if this is the time or not, but Mr. T.
10 Campbell, Chairman of the Stafford Regional Airport Authority, who would
11 like to address the Board. Would that be appropriate?

12 MR. OBERNDORF: That would be appropriate.

13 MR. CARTER: Thank you, very much, gentlemen
14 and lady. Good afternoon, Mr. Chairman, members of the Board, thank you
15 for this opportunity. I'm here on behalf of the Stafford Regional Airport
16 Authority to request an exemption or an exception to the policy regarding
17 unmitigated obstructions, Part 77.

18 First of all, I'd like to give you a little background on how we
19 got here and our efforts to resolve this matter and the effects it will have on
20 the Stafford Regional Airport. A little background. A photo approach
21 survey was conducted on September 27th of last year. The survey revealed
22 six trees penetrating our slope. The Authority took immediate action. The
23 majority of the trees were located on Virginia Department of Transportation
24 property. We immediately contacted VDOT and requested that they remove
25 the trees. We were told they had no funds to do this. So we, however, we

1 could obtain a permit from them to remove the obstacles at our expense,
2 which we did. We immediately issued an RFP and hired a contractor. We
3 removed the six trees, plus an additional 36 that we thought may penetrate
4 the slope in the near future. Once that was completed, we called the Virginia
5 Department of Aviation and requested an additional survey, which was just
6 completed on February 15th of this year. That's when we became aware that
7 we had additional penetrations. Because of this recent discovery, we had not
8 had an opportunity to address or remove the trees. However, we have
9 formulated a plan which is part of your attachment, we have a rather
10 aggressive plan of action to remove the trees. We show the time frame that
11 we intend to comply with it to remove the obstructions. We will make very
12 effort to meet that, or prior to the projected schedule, even though it is quite
13 aggressive. I just want to point out that the lack of our grant approvals
14 would definitely have a negative impact on our airport. It will delay the
15 construction of our apron. We also have a request from obstacle, obstruction
16 removal funds which we can apply to the new obstructions.

17 Our T-Hangar construction, we have a VRA loan in place, and
18 the Authority would incur additional interest. We would also have to reissue
19 an RFP for construction of this. We made an optional contract for T-Hangar
20 3 and 5. The contractor at our option, of course, that is subject to funding.
21 If we do not receive this funding, we'll have to withdraw T-Hangar 4 from
22 the project, and we'll incur mobilization, de-mobilization charges and
23 expenses of another RFP and additional VRA loan costs. Currently, we
24 have on our waiting list 39 tenants to occupy the hangar. We feel we may
25 lose some of those tenants if a delay is incurred. That's my reason for being

1 here, and I hope you will take those under consideration, and I hope you'll
2 grant our requests, and I thank you for this opportunity.

3 MR. OBERNDORF: Any questions?

4 MR. FRANKLIN: Mr. Chairman. As I
5 understand, most of these obstructions are on the state right-of-way, so once
6 you issue the permit it's not a matter of having to go out and buy land or get
7 easements or anything like that. They're all there together so that you can
8 carry out the obstruction removal?

9 MR. CAMPBELL: That's correct.

10 MR. FRANKLIN: The only thing, the thing that
11 would hold you up, I guess, you have to have a permit from the state?

12 MR. CAMPBELL: Yes.

13 MR. FRANKLIN: You've already gotten one
14 permit when you thought you had six trees. When you removed the six you
15 found out you had additional trees, which is often the case, and that'll drive
16 you, half of my hair has fallen out.

17 MR. OBERNDORF: Mine as well.

18 MR. FRANKLIN: Mr. Chairman, unless anybody
19 else has any questions, it seems to me this is very similar to some situations
20 that we call Missed Opportunities, and most, of course, members of the
21 Board and the staff knows what that is. It does have an adverse impact on
22 the airport. You're going to have a situation where you're following up
23 construction that's based on the plan as announced and, of course, as
24 requested in the information and the proposal. The construction, you've got
25 the revolving loan issue plus you've got 37 air craft that want hangars and

1 can't get them. That's the reason I think we ought to consider this. The
2 reason that gives me a little bit of heartburn personally is because a lot of
3 airports have, as we're turning them down today, have obstructions, we
4 represent all these airports. I guess the question we have to consider, Mr.
5 Chairman, is whether in fact this one is worthy because of the complications
6 of consideration. I think what we did in the Suffolk case, we gave a certain
7 period to consider or to get the obstructions down, and then if they weren't
8 done during that period of time, in fact would take back our exception. But
9 that's my thoughts on it. I'd like to hear from other members of the Board.

10 MR. OBERNDORF: Any other comments?

11 MR. PORTERFIELD: I think what we're trying to
12 do is get the obstructions removed, and we're not in the punishment business
13 and trying to figure out, I think your efforts here speak to your paying
14 attention, and this is really what we're really trying to get people to do. As I
15 look at the pictures, I've actually flown in the airport. You've got a growing
16 problem here, and it's going to continue to be a problem. I guess my
17 question is, are you going to put a plan in place, because you've got so many
18 trees, and you're going to have to be doing this all the time. You're going to
19 have to be trimming trees or either taking them out. So, it would make sense
20 for you to have a plan to deal with that.

21 MR. CAMPBELL: Yes, sir, it does. We have
22 considered that. We have formally approached the FAA and asked them for
23 funding to clear approximately eight acres.

24 MR. FRANKLIN: Excuse me, aren't you going to
25 clear cut, they're going to be clear cut, as opposed to trimming?

1 MR. CAMPBELL: Correct.

2 MR. OBERNDORF: Thank you. Any other
3 comments?

4 MS. RADCLIFF: In his communication with you,
5 did Mr. Omps say anything about Culpeper Airport having any problems? I
6 totally agree with you. I don't think we should sit on this money if we think
7 it's going to be used productively. I just wonder if he talked about Stafford,
8 if you mentioned Culpeper?

9 MR. FRANKLIN: I didn't have a
10 communications, it came through the Director, didn't mention Culpeper.

11 MR. BURNETTE: No.

12 MS. RADCLIFF: Did anybody mention it?

13 MR. FRANKLIN: Did he know about Culpeper,
14 Mike? He knew about the packet.

15 MR. SWAIN: Today was the first we notified any
16 of you all Culpeper had mitigated their obstructions.

17 MS. RADCLIFF: We can deal with that
18 tomorrow.

19 MR. FRANKLIN: Good point.

20 MS. RADCLIFF: Yes, the thing's already gone,
21 and we realize different funds.

22 MR. OBERNDORF: It shouldn't be a problem.

23 MR. KEHOE: I think the significant aspect of this
24 situation is that the land does not have to be purchased of a private land
25 holder. Although, if we do this, we realize we're not setting some kind of

1 precedent. I think tomorrow if we consider this, this motion or whatever,
2 that we think about the language that we're going to be using for this
3 situation, language very narrowly constructed.

4 MR. SWAIN: That's if for Region 3.

5 Now, Region 4. The first request is from Hummel Field for an
6 Access Road and Parking Lot Paving (Design/Construction), in the amount
7 of \$36,609.20, and for Fueling System Modifications (Design/Construction)
8 in the amount of \$6,391.65. On the Access Road and Parking Lot Paving
9 Project, the staff recommends against funding this project, as the airport has
10 unmitigated 24 VAC 5-20-140 obstructions and does not meet FAA Runway
11 End Siting Requirements for runways expected to support instrument
12 straight
13 in night operations. They do have a GPS runway 1, I believe, Hummel
14 Field. Cliff has reminded me that they have an issue with mitigation. One
15 of the easiest processes is to displace a threshold; however, Hummel Field
16 has very close to 2,000 feet of runway presently. The minimum standard for
17 licensing an airport in the Commonwealth is 2,000 feet. If they were to
18 displace, they have obstructions on both ends. If they were to displace
19 presently to correct this, it would be less than 2,000 feet in either direction
20 and an unlicenseable airport. Hopefully, they'll be getting on these pretty
21 soon. The second project, Fuel System Modifications
22 (Design/Construction), staff recommends against funding for the same
23 reasons, the obstructions.

24 The next request is from the New Kent County Airport,
25 requesting funding for a Maintenance Equipment Storage Building

1 (Construction) Increase, in the amount of \$6,022.40. This project is part of
2 the Hangar Site Preparation Project. They're actually going to use, I guess
3 you would call it, unused or vacant space in the end of the T-Hangar unit
4 and use that as their main equipment storage building, which several airports
5 have done recently. It's very cost-effective. However, when they re-bid,
6 that hangar project dropped the price on some items, and it actually went up
7 on the building site. So they're requesting an increase for the eligible portion
8 and for the storage building. Staff recommends funding of this project.

9 Mr. Chairman, under Region 4 we don't have a request from
10 Tappahannock; however, Mr. John Longnaker of Airport Consultants has
11 offered a short presentation of status of the construction out at
12 Tappahannock, six county airport. Do you care to see that now, or at the end
13 of this?

14 MR. OBERNDORF: I think we can see it now.

15 MR. SWAIN: John.

16 MR. LONGNAKER: I want to thank the
17 Chairman and the Board for allowing us to present to you the status of where
18 we are in Tappahannock. If you'll remember, back in October the Board
19 took action on several projects allowing us to move forward with
20 construction on various aspects of the airport. Since that time we've been
21 coming along pretty well. Our status right now, the site work and paving
22 project portion and new construction is in winter shutdown, hoping to get
23 started in April. The terminal, which I've got a couple of pictures up here,
24 pretty graphically, when we started this last week, and hopefully be under
25 roof in the next couple of weeks. Several other projects, such as the fuel

1 farm, are going to be going on throughout the spring. If you ride up 360
2 you'll be able to see this sign, which is on the entrance going into the airport.
3 VDOT has already worked with us and got a new name for the entrance
4 road, and it surprised us; we came up there one day, and there was the sign
5 on 360 and Airport Road. So that's already been taken care of.

6 This is a view from 360 going east to the airport. It's about, not
7 quite a mile drive into the airport terminal building. It's a two-lane VDOT
8 designed road, and also a portion that the airport will take care of.

9 This is actually standing on the airport property looking back
10 toward 360. Obviously, just have stone down, and paving is anticipated to
11 be complete this spring. This will give you an idea of how wide the road is,
12 22 feet wide with the shoulder. It's a fairly nice entrance road into the
13 airport.

14 This is actually on the airfield, and I'll get a little closer if we
15 can. This small speck on the right-hand side is the actual terminal building,
16 and I'm standing at the T-hangar site when I took this picture. Gives you
17 sort of a flavor of the terminal area as you're coming in, and these are the
18 approaches, approaches into the airfield.

19 This is the terminal building as of Friday, and the roof trusses
20 were set last week, and it's coming along pretty well and looks nice. The
21 contractor is doing a real nice job for us. I'm standing actually on the
22 runway, and this is, this is a view from landing on the runway in front of the
23 terminal building. Actually, here on the apron coming in, and you can see
24 the terminal building going up, the roof trusses. A little bit closer if you
25 park on the apron and the tie-down area. In front of the terminal building is

1 a small portion of the canopy for weather protection, and then we're looking
2 into the main public use area. I guess you can call it a passenger lounge area
3 on this side of the terminal building.

4 This is again looking from the ramp straight on, and you can
5 park right here in front of the airport terminal building. Hopefully, by the
6 end of this week we'll this area here going up. This is coming in from the
7 entrance road. The vehicles are parked actually in a parking lot and coming
8 in from the public side, and conference rooms in this corner.

9 A similar view just a little further down from the terminal
10 building. The entrance is where the roof trusses stop. That's the entrance
11 into the terminal building as you're coming in the middle of it. Hopefully an
12 A-frame entrance there that actually turn 90 degrees from the roof trusses
13 you're seeing now. So it'll be a fairly clear view of where you're coming to
14 the terminal building. The conference rooms here will be on the right-hand
15 side in this terminal building you're looking at.

16 This is just another view looking at it from the corporate
17 hangars. This is on the far side of where the conference room entrance
18 would be. This is a view of how the building is coming together. We took
19 a fly-over, I think at the end of January, and right after the contractor shut
20 down, and this will give you an idea. This is a lower portion. Let me back
21 up here real quick. There we go, let me point out. This is the new entrance
22 road coming in, this is the terminal area, and you'll see the runway coming
23 together here along the parking area here. You've got a full turnaround
24 down here, we don't have a full parallel in the airport, just because of
25 funding. You've got, it's fairly steep, you've got a 40 or 50 foot in some

1 areas here, you can't do a full parallel at this point in time. This is another
2 view a little bit further down. This is an entrance road and the approach area
3 from 360, and the approach on the other side is fairly clear. One of the
4 things we've been working with the state on is we plan to have a GPS
5 approach into the airport. Right now the FAA is telling us they'll have them
6 published at the end of August. That will be real nice.

7 MR. BURDETTE: Is this around the airport? Are
8 they making progress in surveying a protective plan for the airport?

9 MR. LONGNAKER: The county has in place
10 protective zoning in the comprehensive plan. We're in a rural area, and right
11 now there hasn't been a lot of --- to develop. One thing we keep reminding
12 them not to allow that to happen. We have talked to the adjacent landowner,
13 and all looking at this as more commercial than residential. The challenge
14 for them is that there is no water and sewer, well water and septic out there.
15 So the type of development you'd be looking for would be fairly widespread
16 because of that fact.

17 MR. PORTERFIELD: When you look at this
18 picture, have you got any idea how much of that land is owned by the
19 sponsor around the airport?

20 MR. LONGNAKER: The main entrance road is a
21 60-foot right-of-way, and the airport owns about, and I may be off a little bit
22 here, where the tree line is, the property right in here is not owned by the
23 airport, and that comes back and across here. Correct me if you think I'm off
24 on this. It'll come back along this tree line. There's a stream down here,
25 that's sort of a variation with vegetation and some streams, and that's airport

1 property. A portion in here the county has purchased on their own to protect
2 the airport. We didn't buy it for the airport, the county decided to buy it.
3 Then there's a 50-acre tree farm, and they said let's go ahead and buy it, so
4 they actually own about 50 acres right here. They're pretty well protecting
5 themselves, and in the permit we were able to clear most of the trees. We've
6 done all of the clearing for Part 77 and the approaches in here.

7 MR. FRANKLIN: Is there an opening here, the
8 top end of this?

9 MR. LONGNAKER: The top end in this picture,
10 no. The stone is all the way down here before we stopped, but we didn't get
11 the turnaround right here.

12 MR. FRANKLIN: What about the trees down
13 there?

14 MR. LONGNAKER: These trees here have been
15 cleared, and it's fairly low. That's actually a piece right off the edge, one of
16 the projects we have an ALP 405 Survey. Go ahead and do a detailed survey
17 once the pavement is down before the airport opens. So if any unknowns
18 pop up that we're, and look at this fairly closely, we always, a tree may pop
19 up, which we want to make sure and pick that up fairly quickly.

20 MR. FRANKLIN: The airport owns that land?

21 MR. LONGNAKER: Yeah, the airport owns back
22 in through here, and we're friendly with the adjacent landowner. It's hunting
23 property at this point in time. We'll probably be able to get one or two trees
24 down.

25 MR. FRANKLIN: What's the budget for the site

1 development and construction?

2 MR. LONGNAKER: The total project right now
3 is about 13 million to get the airport open.

4 MR. FRANKLIN: What was the building, the
5 terminal?

6 MR. LONGNAKER: The terminal is just over a
7 million, the site work. Terminal building 1.1 million, and site work 4.3.

8 MR. FRANKLIN: How much for the whole
9 airport? What about the terminal area?

10 MR. LONGNAKER: The terminal area about 1.1
11 million.

12 MR. FRANKLIN: What's the square footage?

13 MR. LONGNAKER: A little over 4,000 square
14 feet. I think I've got a picture of the area somewhere. The terminal is right
15 here. One picture of the runway, it's right in this area. This is our apron
16 area. We'll have a disconnect here, a disconnect into the apron area, and
17 the T-hangar will be right over here, and the last one is looking back down
18 on the airport.

19 MR. FRANKLIN: How long is the runway?

20 MR. LONGNAKER: Forty-three hundred feet.

21 And a planned extension about ten years out is eleven hundred. We'll see
22 how things happen and get this open and see how much activity we get.

23 There's been a lot of inquiries basing aircraft here, and there's a T-hangar
24 waiting list. Been taking deposits, and it's been fairly active, everyone wants
25 to put a deposit down on a new airport.

1 MR. PORTERFIELD: The expansion is going to
2 be here?

3 MR. LONGNAKER: The expansion will be on
4 this end of the airfield. As part of the FAA's land acquisition we bought all
5 the RPT for the future. We own all the necessary approaches down at this
6 end, there's an 11 hundred foot expansion through here. One of the
7 challenges is the swale that runs there. There are some wetlands we have
8 identified that we have to deal with at that point in time. We'll cross that
9 bridge when we know what the wetlands policy is several years down the
10 road.

11 MR. BURDETTE: The longer you wait, the
12 tighter it gets.

13 MR. LONGNAKER: Yes.

14 MR. OBERNDORF: That's a wonderful
15 improvement. Where do you put the water tower? I'm just being facetious.
16 It's nice to see a complete package like that and putting in a new terminal
17 building.

18 MR. LONGNAKER: The Authority thanks you
19 guys for coming up with a package for this; that's one of the selling points
20 when people use an airport. When people come into the airport we want to
21 have it all in place. We've got the fuel and the T-hangar buildings, which
22 they're working on.

23 MR. OBERNDORF: Thank you, very much.

24 Mike.

25 MR. SWAIN: Moving on to Region 5.

1 Charlottesville-Albemarle Regional Airport, request for funding for a
2 General Aviation Facilities Planning Study in the amount of \$13,600. Staff
3 recommends funding this project.

4 That's it for Region 5.

5 Region 6, we have no requests.

6 Region 7, Hampton Roads Executive, Airport Layout Plan
7 Update, requesting \$19,200. Replacement Runway (Design), requesting
8 \$28,410. That's matching the ALP project. Wetlands Mitigation - Phase 1
9 (Replacement Runway), requesting \$189,000, and that's the match for the
10 ALP project.

11 Our initial recommendation for the Airport Layout Plan Update
12 was against funding the project because it required such work that had not
13 been received. After we printed the package and mailed it we received the
14 scope of work, and the staff has now approved that scope of work, and the
15 FAA staff has approved that scope of work, even though there are no ALP
16 funds involved we coordinated with the FAA since any update impacts
17 future federal funding requests.

18 The remaining two projects, the Replacement Runway
19 (Design), staff still recommends against funding this project until the
20 environmental assessment is accepted. On the Wetlands Mitigation - Phase 1
21 (Replacement Runway), staff recommends against funding the project until
22 the environmental assessment is accepted.

23 MR. FRANKLIN: What's the obstruction
24 situation?

25 MR. SWAIN: They closed the runway. The main

1 runway, I believe, it has some relatively minor obstructions which they --

2 MR. FRANKLIN: -- Is there an east runway, east-
3 west runway?

4 MR. BURDETTE: Parallel, yes.

5 MR. SWAIN: 2-20, they elected to fund it, at least
6 for the time being, mitigation obstruction.

7 MR. OBERNDORF: There are a lot of complaints
8 about that, too. Well, actually, the prevailing winds favor the other runway,
9 and several complaints from instructors.

10 MR. SWAIN: Cliff has reminded me that the
11 purpose of an AOP update is to evaluate, partially evaluate the crosswinds
12 and see what the impact of the wind coverage is on the main runway.

13 Any other questions on Hampton Roads? That's it for Region
14 7.

15 MR. OBERNDORF: The next item is my
16 comments. I'm really encouraged about Tappahannock, it's great to see a
17 project like that, and Stafford's done very, very well, from my point of view.
18 But this is really nice to see a complete airport package coming in. I think
19 we'll see development along with the airport that will make it a great
20 destination and base for a lot of people.

21 That's about all I have. Do any Board members have any
22 comments? One other thing, Norfolk is going to be initiating international
23 service in May for a charter flight to Kent, England, once-a-week flight. It's
24 going to be very interesting to see how that works, because if it does, I'm
25 going to talk to some people about Bermuda service. I think it would be a

1 great ad for Virginia, because it's only 600 miles away. It's something that's
2 been on my mind for a long time.

3 Do we have any public comments or questions?

4 MS. WOODWARD: I got here a little bit late;
5 does anyone have any questions about the obstructions and mitigations?

6 MS. RADCLIFF: Can she give us an overall
7 situation?

8 MR. OBERNDORF: Why don't you come up here
9 and give us your name?

10 MS. WOODWARD: My name is Tanya
11 Woodward from Culpeper Airport. We had a 5010 inspection done back in
12 the latter part of September, and we were mitigating those obstructions, and
13 we received a PhotoSlope survey that was completed by, I believe, it was,
14 and partially funded by, FAA. We received those in the mail, and with nice
15 pictures and everything. There was one other section on the approach into 4
16 that had pretty small brush, and it penetrated a little bit, so that was another
17 situation that we had to clear. Because of that, we went back and did that,
18 and we've got pictures of that, too. We have just finished all of that.

19 MR. FRANKLIN: You've completed the
20 mitigation?

21 MS. WOODWARD: Yes, all the obstructions are
22 clear.

23 MR. BURDETTE: My understanding is you have
24 done some working on your terminal design?

25 MS. WOODWARD: Yes.

1 MR. BURDETTE: Anything to share with the
2 Board on your terminal?

3 MS. WOODWARD: We are looking for the site
4 development money for the terminal. We just had a meeting recently, and
5 we met with our engineers and some local people from the county. We're
6 discussing a little bit of reworking to better utilize the dollars that the state
7 can give us for that plan.

8 MR. OBERNDORF: Thank you.

9 Hearing no other comments or questions, I'll call the Workshop
10 adjourned.

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PROCEEDINGS CONCLUDED.

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CERTIFICATE OF THE COURT REPORTER

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I, Medford W. Howard, Registered Professional
Reporter and Notary Public for the State of Virginia at large, do hereby
certify that I was the court reporter who took down and transcribed the
proceedings of the **Virginia Aviation Board Workshop when held on**

1 **February 20, 2007 at Wyndham Hotel Richmond, 4700 S. Laburnum**
2 **Avenue, Richmond, Virginia.**

3 I further certify this is a true and accurate
4 transcript, to the best of my ability to hear and understand the proceedings.

5 Given under my hand this _____ day of February,
6 2007.

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